



CHOGGIUNG LIMITED

VILLAGE CORPORATION

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February 4, 2000

Mr. Jeffery C. Ottesen, AICP
Statewide Planning Chief
Alaska Department of Transportation & Public Facilities
3132 Channel Drive
Juneau, Alaska 99801-7898

Dear Mr. Ottesen:

Please accept our thanks for the special effort to visit the Nushagak and Togiak region communities. We appreciated the information that your group provided during the public meeting in Dillingham. Thanks also for including us on the distribution list for your January 24 letter. We're glad to know what issues of concern were in our neighboring communities.

Choggiung Limited has an interest in transportation within our region and so would provide the following suggestions for transportation needs in the Dillingham area.

1. Need adequate airports.

This should include a safe airport that meets a minimum standard in each community. including a minimum 5,000-foot runway with lighting. As consumers we would like to be able to attract more of the airline (freight and passenger) industry to Dillingham. A crosswind runway should be provided.

An adequate airport also includes the associated needs - such as space for terminals and parking (for vehicles and aircraft). Currently, competition among airlines is inhibited because support services are very limited. Dillingham needs a terminal that is more sophisticated - potentially owned by the state where space can be leased to larger airlines and services provided as needed.

2. Need adequate harbors and docks

Barge landing sites are very minimal in every community. It is impossible to attract competition for freight and fuel transportation because support services cannot be provided. The Dillingham dock must be improved so that higher level of support services can be provided.

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3. Roads

Historical or suggested links in the Dillingham area include:

- + Snake Lake Road (intersection with Aleknagik Rd to Lake). This is an important access point to a recreational and future growth area. State land disposals around the lake and on the Weary River create a need for access to residential and recreational development areas. The road is owned by the state, however, little if any maintenance is performed.
- + Warehouse Mountain Road and Loop (intersection with Aleknagik Rd to Loop). This is an important access point for a residential development area. The state constructed the access road and dedicated the corridor for the loop, however, has not indicated a target for construction of the loop. In essence the road stops before it actually accesses the private parcels so development is inhibited.

4. Intra-region roads should be located and developed so that they will eventually be linked to create a road system out of the region

It is important that road and trail corridors be located to limit impacts and duplication.

This will require analysis to establish the correct location for the intended uses. A road is not desired in areas where habitat or current uses (whether recreational, commercial or subsistence) will be negatively impacted. Alternatively, trails may need to continue to be located in areas where road access is not possible. In the end, however, roads and trails that are intended to access the same area should all be located along the same corridor so that excessive acreage is not tied up in easements or rights-of-ways. As was noted by Mr. Tennyson during the Dillingham meeting, several trail corridors were dedicated to the municipalities during our 140 activities.

Again we appreciate the focus on our region. We'll look forward to the presentation during the April SWAMC Conference.

Sincerely,



Alice Ruby

Director of Operations